4. अमृतसर
5. औरंगाबाद
6. बंगलूर
7. बागडोगरा
8. भोपाल
9. भुवनेश्वर
10. बम्बई
11. कलकत्ता
12. चण्डीगढ़
13. कोचीन
14. डिब्रूगढ़
15. दीमापुर
16. गोवा
17. गुवाहाटी
18. ग्वालियर
19. हैदराबाद
20. इम्फाल
21. इन्दौर
22. जयपुर
23. जम्मू
24. जोधपुर
25. खजुराहो
26. लेह
27. लखनऊ
28. मद्रास
29. नागपुर
30. पटना
31. पुणे
32. रामपुर
33. रांची
34. श्रीनगर
35. उदयपुर
36. वडोदरा
37. वाराणसी

Delay in Indian Airlines flights

473. SHRI N. E. BALARAM:
SHRI GURUDAS DAS GUPTA:
SHRI SUBRAMANIAN SWAMY:
SHRI S. K. T. RAMACHANDRAN:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that the delay of the Indian Airlines flights has become a regular feature now-a-days;

(b) if so, how many flights were delayed in the months of May and June '92 from the major airports in the country;

(c) what were the reasons therefor;

(d) whether Government's attention has been drawn to the complaints that Indian Airlines does not inform the passengers about the delay till the last moment adding to their difficulties;

(e) if so, Goevrnment's reaction thereto; and

(f) what steps have been taken to improve the efficiency of the Indian Airlines?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) and (c) During the months of May and June, 1992, 5286 flights were delayed, as per details shown below:

1. Due to aircraft maintenance handling — 725.
2. Inclement weather, airport restrictions and miscellaneous reasons — 793.
3. Consequential — 3768.

(d) to (f) All possible efforts are made by Indian Airlines to keep the passengers informed of the delays to the flights by means of Real Time Automated Passenger Information Dissemination System (REPIR), three digit telephone numbers, tele-text on metro channel of Doordarshan at Delhi, etc. Steps taken

to achieve and sustain higher on-time performance include:—

(i) Close monitoring of on-time performance at Regional and Headquarters level.

(ii) Rationalising schedule incorporating revised block times and increated around time as cushion between flights.

(iii) Review of action taken for rectification of snag at regions as well as headquarters.

Disinvestment of ITDC hotels

474. DR. Z. A. AHMAD: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state the reasons for disinvestment upto 40 percent in case of ITDC hotels with the provision of management and control in the hands of private sector giants, including foreign nationals/MNCs in the shape of 'Joint Venture Companies' etc. in ITDC hotel properties particularly when the disinvestment in the case of some Public Sector Undertakings like STC and BHEL is only upto 20 percent?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): The Government have formulated a scheme, whereby small groups of I.T.D.C. hotels would be formed for developing them as joint venture with reputed foreign hotel chains. In such joint venture, the equity participation of I.T.D.C. can be up to 40 per cent. There is no proposal to dis-invest equity of ITDC as is being done in some other Public Sector Undertakings.

Dividing tourists traffic in the country

475. SHRI MOHINDER SINGH LATHER:

SHRI DIGVIJAY SINGH:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether any analysis has been made by Government to know the extent to which the tourist traffic in the country is dwindling due to (i) rise in the hotel tariff (ii) general rise in prices and (iii) rise in the road, rail and air fares;

(b) if so, what are the details thereof; and

(c) what strategy is proposed to be formulated by Government to attract tourist traffic in the country despite these odds?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Since there has not been any decline in tourist traffic so far during 1992, no such analysis has been undertaken.

(c) The strategy for the development of tourism in the country has been indicated in the National Action Plan for tourism presented in the Parliament. It includes development of special tourism areas, development of facilities for domestic tourism, development of adventure tourism, strengthening of over-seas publicty etc.

Point to Point service by Vayudoot

476. SHRI RAJNI RANJAN SAHU: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Vayudoot propose to launch its operations to provide point to point travelling facilities to international non-resident Indians and domestic travellers from the four metropolitan airports; and

(b) if so, what are the details in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Point to point service is among various options being considered for rehabilitation of Vayudoot. No decision in this regard has yet been taken.